

BAY AREA TOLL AUTHORITY

Regional Measure 1
Toll Bridge Projects

Project Monitoring Program

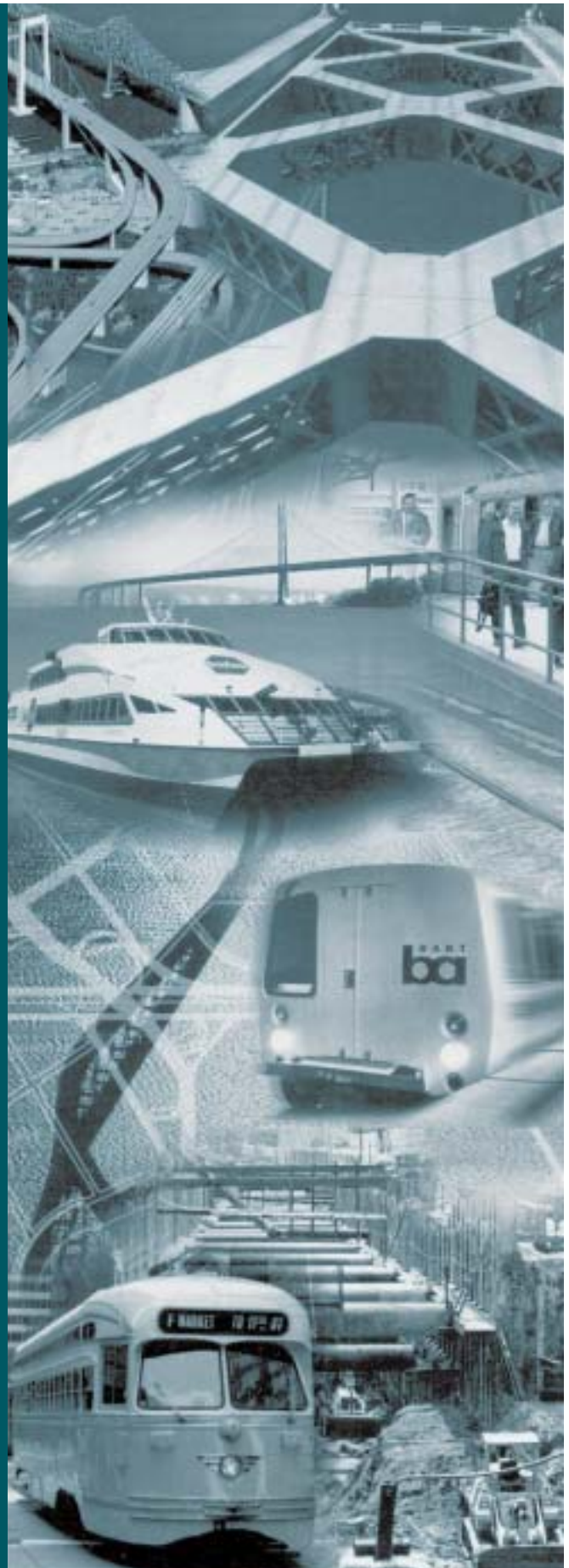
JUNE 2002 PROGRESS REPORT



Metropolitan Transportation
Commission

Bay Area Toll Authority

Released July 2002



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Prepared for
Metropolitan Transportation
Commission

Bay Area Toll Authority

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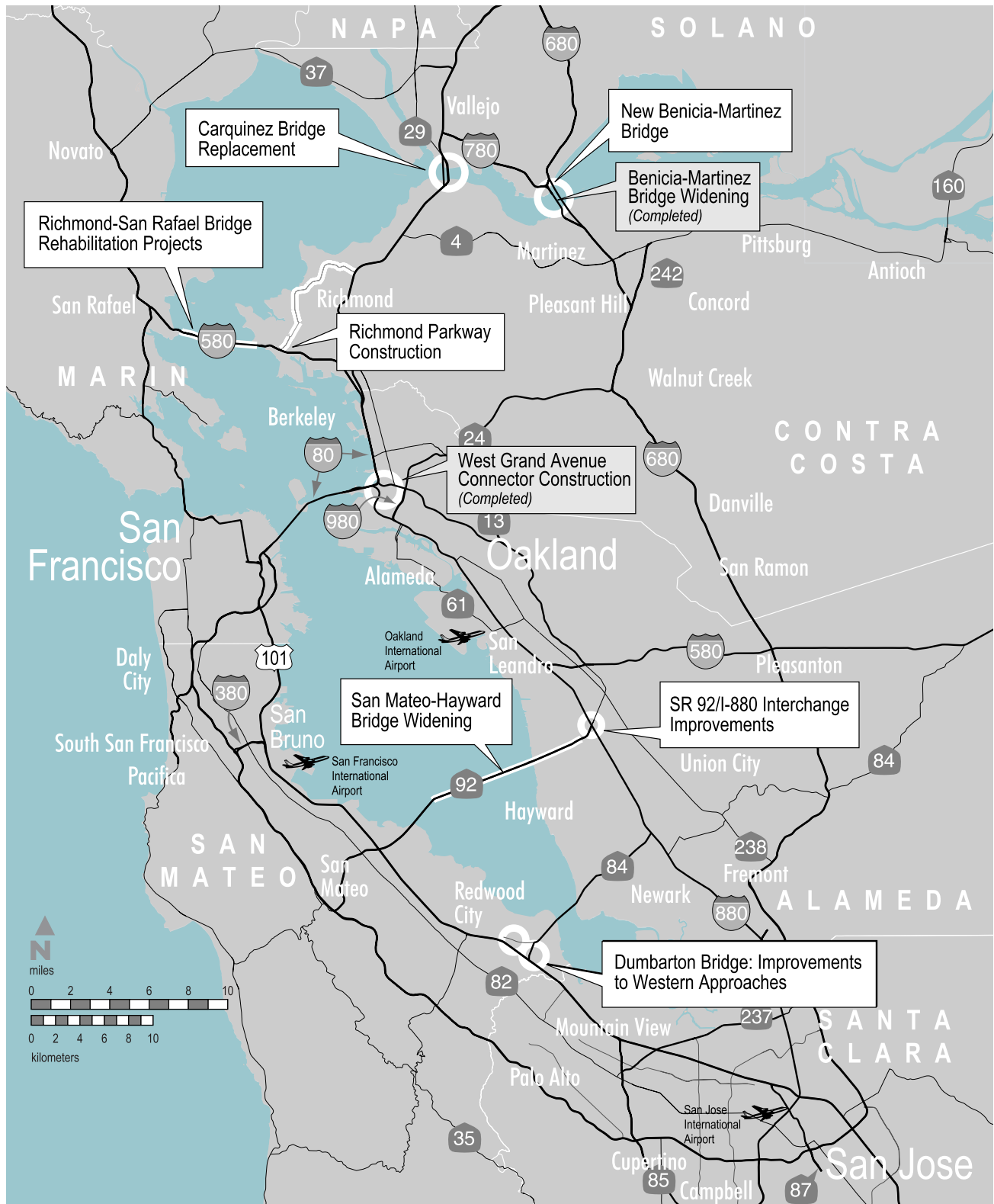
The following information is provided in accordance with California Government code Section 7550:

This document is one of a series of reports prepared for the Bay Area Toll Authority (BATA)/Metropolitan Transportation Commission (MTC) for the Regional Measure 1 Toll Bridge Program. The contract value for the monitoring efforts, technical analysis, and field site work which contribute to these reports, as well as the report preparation and production, is \$3,068,993.00.

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REGIONAL MEASURE 1 TOLL BRIDGE PROJECTS



BAY AREA TOLL AUTHORITY

REGIONAL MEASURE 1 TOLL BRIDGE PROGRAM

In November 1988, Bay Area voters approved Regional Measure 1 (RM 1) and authorized a standard auto toll of \$1 for all seven state-owned Bay Area toll bridges. The additional revenues generated by the toll increase were identified for use for certain highway and bridge improvements, public transit rail extensions, and other projects that reduce congestion on the bridges.

RM 1 identified nine specific bridge and highway improvement projects as eligible for funding from the toll increase. The projects identified by RM 1 and their status of development are depicted in the map on the facing page and can be itemized as follows:

Northern Bridge Group Projects:

1. Widening of the existing Benicia-Martinez Bridge (completed; not included in this report)
2. Construction of a new bridge parallel to the existing Benicia-Martinez Bridge
3. Replacement of the existing western span of the Carquinez Bridge
4. Major rehabilitation of the existing Richmond-San Rafael Bridge
 - Trestle and fender rehabilitation
 - Deck rehabilitation
5. Construction of an eastern approach (Richmond Parkway) between the Richmond-San Rafael Bridge and Interstate 80 near Pinole (non-Caltrans project)

Southern Bridge Group Projects:

1. Construction of the West Grand Avenue connector to the San Francisco-Oakland Bay Bridge (completed; not included in this report)
2. Widening of the existing San Mateo-Hayward Bridge and eastern approach to six lanes
3. Improvement of the Interstate 880/State Route 92 interchange
4. Improvements to the western approaches to the Dumbarton Bridge
 - US 101/University Avenue interchange reconstruction (non-Caltrans project; completed)
 - State Route 84 (Bayfront Expressway) widening.

MTC, BATA, AND THE CALIFORNIA STATE DEPARTMENT OF TRANSPORTATION (CALTRANS)

As the regional transportation planning agency for the San Francisco Bay Area, MTC is responsible for transportation planning, coordinating, and fund programming in the nine counties surrounding the Bay.

With SB 226, MTC, as the Bay Area Toll Authority (BATA), has also assumed certain duties previously held by the California Transportation Commission, including responsibilities for the programming, administration, and allocation of all toll revenues (excluding the seismic surcharge) from the state-owned toll bridges in the Bay Area.







Caltrans continues to be responsible for the ongoing operation of the state-owned bridges, including the collection of tolls, as well as the maintenance, rehabilitation, and capital improvement of the bridges.




PROJECT MONITORING PROGRAM

This report focuses on monitoring project cost and schedule performance for the Regional Measure 1 Toll Bridge Improvement Projects, as measured against approved budget and schedule milestones. The report provides comprehensive project status information at three levels of detail:

- Color-coded executive summary of Regional Measure 1 projects status (program level)
- Detailed status of individual bridge projects (project level)
- Supplemental project and contract information, including budget adjustments, approved construction change orders, and project and contract level cost data, in the appendices.

EXECUTIVE SUMMARY – STATUS OF REGIONAL MEASURE 1 PROJECTS

NORTHERN BRIDGE GROUP	COST	SCHEDULE
New Benicia-Martinez Bridge		
Carquinez Bridge Replacement		
Richmond-San Rafael Bridge Rehabilitation		







- Legend:**
-  Green = no variance to current budget/schedule
 -  Yellow = variance to current budget/schedule (trend), defined as follows:
For Cost: Project (BATA) contingency use may be required
For Schedule: Construction contract completion dates delayed by greater than 3 months
 -  Red = variance to current budget/schedule, defined as follows:
For Cost: Project budget change may be required
For Schedule: "New facility open to traffic" date delayed by greater than 3 months by non-weather-related issues




BAY AREA TOLL AUTHORITY

EXECUTIVE SUMMARY – STATUS OF KEY ISSUES AND DEVELOPMENTS

- On the new bridge contract, multiple construction activities are underway along the entire alignment of the new bridge. Concrete operations continue on the south abutment. Pile installations continue on three on-land piers. Deep water pile installation is complete at pier 9 and pile cleanout has started. The contractor has remobilized at Pier 8 to continue deep-water pile installation. Precast footing construction continues on Mare Island.
 - Deep water pile installation for the new bridge has resumed while Caltrans continues consultation with marine regulatory agencies concerning the inadvertent fish take during earlier pile driving operations. Significant delay may result if the parties cannot agree on mitigation measures for the pile driving operations before any endangered or threatened species return to the area.
 - On the I-680/I-780 interchange contract, roadway widening activities continue along both I-680 and I-780 with roadway excavation, cut and fill, and retaining wall construction. Abutment and pier foundation work continues on the interchange fly-over structures. Foundation piles installation is also proceeding for the new interchange structures.
 - On the toll plaza contract, excavation has commenced for the operations building. Pile driving operations have begun for the toll plaza canopy.
 - The I-680/Marina Vista interchange contract was advertised on April 29, 2002. The bid opening is scheduled for July 16, 2002.
-
- On the replacement bridge contract, both north and south towers have been pulled back in preparation for cable spinning operations. Caltrans and the U.S. Coast Guard have scheduled intermittent closures of the straits to maritime traffic between June 17 and July 16 to hang a footbridge that will be used to install the main bridge cables.
 - On the south approach and interchange contract, falsework erection continues for the Crockett viaduct and interchange off-ramp to I-80. Excavation, pile driving and concrete operations continue at several bents for the new viaduct. Installation of soldier piles for a new retaining wall is complete, with excavation and tie backs installation underway.
 - On the maintenance facility contract, punchlist item work continues for the main and vehicle buildings. Landscaping and roadway work continue on Industrial Way. Installation of the perimeter property fence is underway. Demolition of the old buildings will begin after maintenance personnel move into the new building.
-
- On the west trestle replacement, demolition of the median barrier is complete and a temporary work trestle has been installed. Pile installation has progressed to the first bent.
 - The schedule status code for the project is "yellow" based on a later forecasted completion date of the retrofit contract that will delay the deck rehabilitation project. Caltrans is currently reevaluating the scope and schedule of the deck rehabilitation project.

EXECUTIVE SUMMARY – STATUS OF REGIONAL MEASURE 1 PROJECTS

SOUTHERN BRIDGE GROUP	COST	SCHEDULE
San Mateo-Hayward Bridge Widening		
I-880/SR-92 Interchange Improvement		
Dumbarton Bridge West Approach Projects (Bayfront Expressway)		

- Legend:**
-  Green = no variance to current budget/schedule
 -  Yellow = variance to current budget/schedule (trend), defined as follows:
For Cost: Project (BATA) contingency use may be required
For Schedule: Construction contract completion dates delayed by greater than 3 months
 -  Red = variance to current budget/schedule, defined as follows:
For Cost: Project budget change may be required
For Schedule: “New facility open to traffic” date delayed by greater than 3 months by non-weather-related issues

BAY AREA TOLL AUTHORITY

EXECUTIVE SUMMARY – STATUS OF KEY ISSUES AND DEVELOPMENTS

- On the bridge widening contract, concurrent pile driving, bent cap construction, bridge deck concreting, and cast-in-place concrete barrier rail installation continue. 20,516 feet of paved bridge deck (of 24,837 feet total) is in place.
 - On the mini-toll plaza contract, electrical installation and interior finish work are on hold awaiting receipt of State furnished material. The metal roofing has been installed over the space frame. All precast walkway modules are in place and connection of the modules is in progress. Walkway canopy installation is forecast through July.
 - To facilitate construction of the new mini-toll plaza, toll booth #8 remains closed.
 - On the pedestrian overcrossing contract, concrete placement for the north and south approach ramps continues. Falsework has been erected over State Route 92 linking the north and south sides of the pedestrian overcrossing. Formwork and concrete operations continue on the overcrossing.
-
- Longer than anticipated FHWA review of the Supplement to the Draft Environmental Impact Statement/Report (SDEIS/R) has delayed issuance of the report. Caltrans received final FHWA approval of the SDEIS/R on June 6, 2002. The public hearing is scheduled for July 24, 2002.
 - Caltrans continues to perform preliminary engineering in an effort to minimize delays to the project schedule and is approximately 45% complete with plans. However, Caltrans is forecasting a delay of 18 months to the completion date of the project due to the delayed environmental review and anticipated lengthy right-of-way acquisition process. As a result, a "red" schedule status code is indicated in the PMP report.
 - Based on a preliminary revised cost estimate for the project, Caltrans is reporting that the project cost will exceed the current contract budget and will require the use of project contingency. As a result, a "yellow" cost status code is indicated in the PMP report.
 - Caltrans has procured consultant services to review the current project plans, schedule and estimates for constructibility and reasonableness. Upon completion of the review, Caltrans and BATA staffs will develop a revised budget and schedule for the project, and proposals to potentially expedite the project.
-
- The Bayfront widening contract was awarded on May 16, 2002. The contractor has installed K-rail and fencing between Willow and Marsh Roads and has begun excavating along the westside of the expressway. Excavation of rubble continues in the Ravenswood Triangle (between Willow and University).

COST STATUS SUMMARY (MILLION DOLLARS)

PROJECT	Baseline Budget (June 2000)	Current Budget (June 2002)	Current Forecast (June 2002)	Expended To Date (7/98 - 05/02)
Northern Bridge Group				
New Benicia-Martinez Bridge	586.0	652.8	652.8	121.0
Carquinez Bridge Replacement	433.2	479.8	479.8	269.5
Richmond-San Rafael Bridge Rehabilitation				
► West Trestle and Fender Rehabilitation	45.4	35.4	35.4	0.7
► Deck Rehabilitation	53.4	53.4	53.4	0.1
Richmond Parkway (<i>Non-Caltrans</i>) ¹	5.9	5.9	5.9	2.4
SUBTOTAL – NBG	1,123.9	1,227.2	1,227.2	393.8
Southern Bridge Group				
San Mateo-Hayward Bridge Widening				
► Widening	203.6	217.5	217.5	162.5
► West Approach Replacement Planting	0.3	0.3	0.3	0.0
I-880/SR-92 Interchange Improvement	124.2	134.2	134.2	8.3
Dumbarton Bridge West Approach Projects				
► US-101/University Avenue Interchange Reconstruction (<i>Non-Caltrans</i>)	3.8	3.8	3.8	3.7
► Bayfront Expressway (SR-84) Widening	33.8	33.8	33.8	4.3
SUBTOTAL – SBG	365.6	389.5	389.5	178.8
GRAND TOTAL	1,489.5	1,616.8	1,616.8	572.6

¹ For the Richmond Parkway, values shown represent the portion funded by BATA.

BAY AREA TOLL AUTHORITY

SCHEDULE STATUS SUMMARY

PROJECT	New Facility Open to Traffic Baseline (June 2000)	New Facility Open to Traffic Current (Apr 2002)	New Facility Open to Traffic Forecast (June 2002)
<i>Northern Bridge Group</i>			
New Benicia-Martinez Bridge	Jan 04	Dec 04	Dec 04
Carquinez Bridge Replacement	Jan 03	Oct 03	Oct 03
Richmond-San Rafael Bridge Rehabilitation			
▶ West Trestle and Fender Rehabilitation ¹	Dec 04	Sep 04	Sep 04
▶ Deck Rehabilitation ¹	Sep 06	Sep 06	Jul 07
Richmond Parkway (<i>Non-Caltrans</i>) ²	Feb 01	May 01	May 01
<i>Southern Bridge Group</i>			
San Mateo-Hayward Bridge Widening			
▶ Widening	Dec 02	Dec 02	Dec 02
▶ West Approach Replacement Planting ¹	May 08	May 08	May 08
I-880/SR-92 Interchange Improvement	Dec 06	Dec 06	Jul 08
Dumbarton Bridge West Approach Projects			
▶ US-101/University Avenue Interchange Reconstruction (<i>Non-Caltrans</i>) ¹	Apr 00	Apr 00	Apr 00
▶ Bayfront Expressway (SR-84) Widening ¹	Mar 03	Apr 04	Oct 03

¹ For the Richmond-San Rafael Bridge Rehab, San Mateo-Hayward Bridge West Approach Planting, and Dumbarton Bridge West Approach projects, the dates shown reflect construction completion; the existing facility remains open to traffic during all phases of construction.

² The Canal Boulevard realignment was opened to traffic on May 25, 2001.

NEW BENICIA-MARTINEZ BRIDGE

The existing Benicia-Martinez Bridge provides Interstate 680 access across the Carquinez Strait between Contra Costa and Solano counties. This project will construct a new parallel Benicia-Martinez Bridge east of the existing span that will include the following features:

- Five northbound lanes on the new bridge (four mixed-flow lanes and one slow-vehicle lane) that will allow conversion of the existing bridge to southbound traffic only
- A new bicycle/pedestrian lane on the existing bridge
- A new toll plaza south of the new bridge in Contra Costa County with 17 toll booths, including two high-occupancy-vehicle (HOV) bypass lanes
- Reconstruction of the Interstate 680/Marina Vista Road and Interstate 680/Interstate 780 interchanges



Toll Plaza Pile Installation



Pier 5 Footing Excavation



Pier 8 Pile Installation

Current Activities:

- On the main span contract, multiple pile installation and concrete operations continue. On the south abutment, the footing has been poured and wall forms are being erected for concrete placement. On Piers 2, 3, and 4, pile work continues with pile cleanout, rebar installation and concrete pours. At Pier 5, footing excavation has begun. At Pier 8, some piles have been driven to tip and pile cleanout has commenced. At Mare Island, the precast footing for Pier 9 has been completed and the precast footing for Pier 8 has been prestressed.
- Deep water pile installation for the new bridge has resumed while Caltrans continues consultation with marine regulatory agencies concerning the inadvertent fish take during earlier pile driving operations. Significant delay may result if the parties cannot agree on mitigation measures for the pile driving operations before any endangered or threatened species return to the area.
- On the I-680/I-780 interchange contract, multiple operations are underway on both roadways. On I-780, excavation for retaining wall #3 between Park and Hospital Road is underway along with water line tie-ins. Along northbound I-680, major earthmoving operations are underway to install drainage systems and retaining walls. Abutment and foundation work continues for the new interchange fly-over structures.
- On the toll plaza contract, the contractor is preparing required submittals. The baseline schedule was received on June 8, 2002 and is under review. The contractor has mobilized and started excavation for the operations building. Work on the toll plaza canopy started mid-June with cast-in drilled-hole pile operations for Bents 1-3.
- The I-680/Marina Vista interchange contract was advertised on April 29, 2002. The bid opening is postponed to July 16, 2002 to incorporate design changes into the contract.

BAY AREA TOLL AUTHORITY

NEW BENICIA-MARTINEZ BRIDGE

COST STATUS (\$ Million)	Baseline Budget (June 2000)	Current Budget (June 2002)	Current Forecast (June 2002)	Variance	Expended to Date (7/98 - 05/02)	Notes
Capital Outlay Construction						
South Approach	6.0	7.0	7.0	0.0	6.3	
New Bridge	247.3	307.5	307.5	0.0	46.9	
Toll Plaza and Administration Building	22.8	21.4	21.4	0.0	0.0	
I-680/Marina Vista Interchange	43.2	51.3	51.3	0.0	0.0	
I-680/I-780 Interchange	80.8	54.7	54.7	0.0	1.7	
Other Budgeted Capital	28.1	30.0	30.0	0.0	6.2	
Capital Outlay Support	78.2	99.1	99.1	0.0	48.4	
Capital ROW	21.1	14.4	14.4	0.0	11.4	
Non-BATA Funding	0.0	31.0	31.0	0.0		
Project (BATA) Contingency	58.4	36.3	36.3	0.0		
Project Total (a)	586.0	652.8	652.8	0.0	121.0	
(a) Totals may be rounded						

SCHEDULE STATUS	Baseline (June 2000)	Current (Apr 2002)	Forecast (June 2002)	Variance	Notes
Construction Contract Completion					
New Bridge	Jan 04	Sep 04	Sep 04	0	
Toll Plaza and Administration Building	Feb 03	Sep 04	Sep 04	0	
I-680/Marina Vista Interchange	Dec 03	Nov 04	Dec 04	+1	
I-680/I-780 Interchange	Dec 03	Dec 04	Dec 04	0	
South Approach	Mar 01	Oct 01	Oct 01	0	
Modify Existing Bridge	Jul 05	Dec 06	Dec 06	0	
Project					
New Facility Open to Traffic	Jan 04	Dec 04	Dec 04	0	

NOTES

ACTION

CARQUINEZ BRIDGE REPLACEMENT

The existing Carquinez Bridge carries Interstate 80 traffic between the cities of Vallejo and Crockett on two separate bridges: the 1927 bridge for westbound traffic and the 1958 bridge for eastbound traffic. While the 1958 bridge is being strengthened under Caltrans' seismic retrofit program, the 1927 bridge has been identified as being seismically deficient and will be replaced under the RM 1 program. The Carquinez Bridge replacement project will construct a new suspension bridge west of the existing bridges. The existing 1927 bridge will be demolished after the completion of this project. The project will incorporate the following features:

- Four westbound lanes on the new bridge (three mixed-flow lanes and one HOV lane)
- A new bicycle/pedestrian lane on the new bridge



South Anchorage

Project Photos



South Tower Pullback



Footbridge Cable Pulling

Current Activities:

- On the replacement bridge and north approach contract, both north and south towers have been winched back in preparation of the cable spinning operations. The first closure of the Carquinez Strait occurred on June 17, 2002 to install footbridge cables. All 14 cables were pulled by June 24, 2002, two weeks ahead of schedule. The footbridge is required to install the main bridge cables. Stairs installation continues in the interiors of both towers. Concrete operations continue for the architectural wall on the north approach. The concrete column for bent 7 on the south side of the bridge is complete. The temporary railroad protection bent has been installed and will remain intact for the next 18 months.
- On the south approach and interchange contract, falsework erection continues for the Crocket interchange viaduct and interchange structures. Concrete placement for the west abutment is complete. At bent 5, foundation footing concrete is complete and concrete placement operations for the columns is in process. Pile installation work continues at Bent 6. Excavation of the soldier piles for retaining wall #3 is in progress.
- On the maintenance facility contract, punchlist work continues for the main and vehicle buildings. Canopies are being installed between the buildings. Landscaping and roadway work on Industrial Way continue. The perimeter property fence pillars have been installed; fencing installation is in progress. Demolition of the existing buildings will commence after maintenance personnel have moved into the new building. Completion of the project is two months behind schedule.

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CARQUINEZ BRIDGE REPLACEMENT

COST STATUS (\$ Million)	Baseline Budget (June 2000)	Current Budget (June 2002)	Current Forecast (June 2002)	Variance	Expended to Date (7/98 – 05/02)	Notes
Capital Outlay Construction						
Replacement Bridge and North Approach	213.7	239.2	239.2	0.0	157.6	
South Approach and Interchange	116.0	73.9	73.9	0.0	26.7	
Maintenance Facility (Phases I & II)	7.0	8.1	8.1	0.0	6.7	
1927 Bridge Demolition	16.0	16.0	16.0	0.0	0.0	
Other Budgeted Capital	10.6	11.5	11.5	0.0	6.1	
Capital Outlay Support	43.7	102.9	102.9	0.0	63.0	
Capital ROW	9.6	11.1	11.1	0.0	9.5	
Project (BATA) Contingency	16.5	17.1	17.1	0.0		
Project Total (a)	433.2	479.8	479.8		269.5	

(a) Totals may be rounded

SCHEDULE STATUS	Baseline (June 2000)	Current (Apr 2002)	Forecast (June 2002)	Variance	Notes
Construction Contract Completion					
Replacement Bridge & North Approach	Dec 03	May 04	May 04	0	
South Approach and Interchange	Oct 04	Jul 03	Jul 03	0	
Maintenance Facility	Mar 02	Jun 02	Aug 02	+2	
1927 Bridge Demolition	Mar 06	Mar 06	Mar 06	0	
Project					
New Facility Open to Traffic	Jan 03	Oct 03	Oct 03	0	

NOTES

ACTION

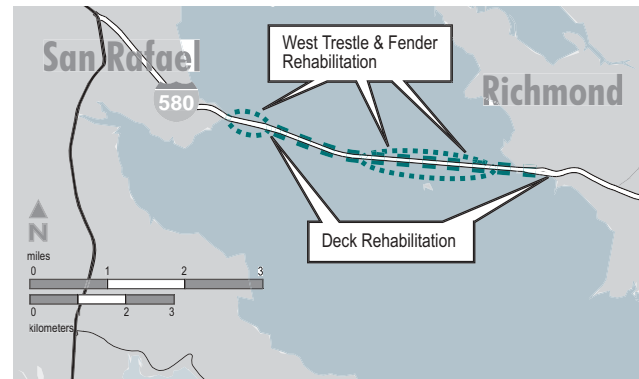
RICHMOND-SAN RAFAEL BRIDGE REHABILITATION

Completed in 1956, the Richmond-San Rafael Bridge provides access - via Interstate 580 - across San Francisco Bay between Marin and Contra Costa counties. Major rehabilitation of the bridge was specified in RM 1 to be eligible for toll funding.

Currently, there are two major rehabilitation projects planned for the bridge:

- The first project is to replace the western trestle (low-rise) section of the bridge near San Rafael and rehabilitate the ship collision protection fender system at various bridge piers. This rehabilitation work is being combined with a seismic retrofit project.
- The second project is to rehabilitate the existing concrete deck on the bridge. The cast-in-place concrete riding surface (deck) has been worn over

time due to traffic and exposure to the marine environment. This project will follow the completion of the trestle and fender rehabilitation project to avoid possible construction conflicts.



Project Photos



Temporary Trestle



West Trestle Work

Current Activities:

- On the west trestle replacement, construction commenced in March with a reduction in current traffic lane width, median barrier demolition, deck demolition, and erection of a temporary work trestle between the eastbound and westbound lanes. The construction work follows a sequential pattern of driving the cast-in-drilled-hole pile shells, drilling out the shells, installing rebar cages, and pouring concrete. The contractor is installing piles in the first bent, starting from the west abutment and progressing eastward.

BAY AREA TOLL AUTHORITY

RICHMOND-SAN RAFAEL BRIDGE REHABILITATION

COST STATUS (\$ Million)	Baseline Budget (June 2000)	Current Budget (June 2002)	Current Forecast (June 2002)	Variance	Expended to Date (7/98 - 05/02)	Notes
West Trestle and Fender Rehabilitation						
Capital Outlay Construction	33.9	0.0	0.0	0.0	0.0	
Capital Outlay Support	5.4	0.7	0.7	0.0	0.7	
Capital ROW	0.0	0.0	0.0	0.0	0.0	
Non-BATA Funding	0.0	34.6	34.6	0.0		
Project (BATA) Contingency	6.1	0.0	0.0	0.0		
Subtotal	45.4	35.4	35.4	0.0	0.7	
Deck Rehabilitation						
Capital Outlay Construction	33.0	33.0	33.0	0.0	0.0	
Capital Outlay Support	9.0	5.0	5.0	0.0	0.1	
Capital ROW	0.0	0.0	0.0	0.0	0.0	
Non-BATA Funding	0.0	4.0	4.0	0.0		
Project (BATA) Contingency	11.4	11.4	11.4	0.0		
Subtotal	53.4	53.4	53.4	0.0	0.1	
Project Total (a)	98.9	88.8	88.8	0.0	0.8	
(a) Totals may be rounded						

SCHEDULE STATUS	Baseline (June 2000)	Current (Apr 2002)	Forecast (June 2002)	Variance	Notes
Construction Contract Completion					
West Trestle and Fender Rehabilitation	Dec 04	Sep 04	Sep 04	0	
Deck Rehabilitation	Sep 06	Sep 06	Jul 07	+10	A
Project					
New Facility Open to Traffic					B

NOTES	ACTION
A. Caltrans is reporting a forecast completion in mid-2005 for the retrofit project with the deck rehabilitation to follow.	Caltrans is reviewing the forecast completion date of the deck rehabilitation contract.
B. The existing facility remains open to traffic during all phases of construction.	None.

SAN MATEO-HAYWARD BRIDGE WIDENING

In 1996, the western approach to the San Mateo-Hayward Bridge from U.S. Route 101 was widened from four to six lanes to match the configuration of the high-rise section of the bridge. The current project will complete the widening work in this corridor along the low-trestle section of the bridge and its eastern approach to Interstate 880. The project includes the following features:

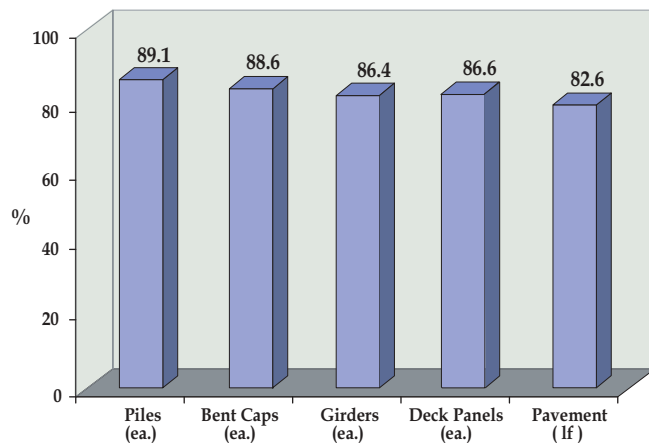
- Widening of the low-rise trestle and eastern approach from I-880 from four to six lanes with shoulders
- Extension of the existing west-bound HOV lane one mile west along the eastern approach from Interstate 880
- Construction of a new pedestrian/bicycle overcrossing of State Route 92
- Expansion of the existing toll plaza

- Improvements to the Hayward Shoreline Interpretive Center



Mini Toll Plaza

Project Construction Progress and Photos



Construction Progress – Percent Complete (as of 6/19/02)



Pedestrian Overcrossing

Current Activities:

- On the bridge widening contract, concurrent pile driving, bent cap construction, bridge deck concreting and cast-in-place concrete barrier rail installation continue. 20,516 feet of paved bridge deck (of 24,837 feet total) is in place.
- On the mini toll plaza contract, electrical installation is on hold pending receipt of State furnished material (due by the end of June). The metal roofing installation on the space frame is complete. Installation of the precast walkway sections is complete. Follow on operations include concrete joint pours to connect the walkway modules and installation of the walkway canopy.
- To facilitate construction of the new mini-toll plaza, toll booth #8 remains closed.
- On the pedestrian overcrossing contract, concrete placement operations are underway for the abutment and approach ramps. Falsework has been erected over State Route 92 linking the north and south sides of the pedestrian overcrossing. Formwork and concrete operations continue.

BAY AREA TOLL AUTHORITY

SAN MATEO-HAYWARD BRIDGE WIDENING

COST STATUS (\$ Million)	Baseline Budget (June 2000)	Current Budget (June 2002)	Current Forecast (June 2002)	Variance	Expended to Date (7/98 – 05/02)	Notes
Widening						
Capital Outlay Construction						
Widen Trestle	124.8	128.9	128.9	0.0	105.7	
Widen Roadway	29.2	26.1	26.1	0.0	25.4	
Construct Mini Toll Plaza	4.4	6.3	6.3	0.0	3.8	
Other Budgeted Capital	8.9	8.6	8.6	0.0	1.5	
Capital Outlay Support	15.5	31.6	31.6	0.0	25.7	
Capital ROW	1.5	1.5	1.5	0.0	0.5	
Project (BATA) Contingency	19.3	14.6	14.6	0.0		
Subtotal	203.6	217.5	217.5	0.0	162.5	
West Approach Planting						
Capital Outlay Construction	0.2	0.2	0.2	0.0	0.0	
Capital Outlay Support	0.1	0.1	0.1	0.0	0.0	
Capital ROW	0.0	0.0	0.0	0.0	0.0	
Project (BATA) Contingency	0.1	0.1	0.1	0.0		
Subtotal	0.3	0.3	0.3	0.0	0.0	
Project Total (a)	203.9	217.8	217.8	0.0	162.5	
(a) Totals may be rounded						

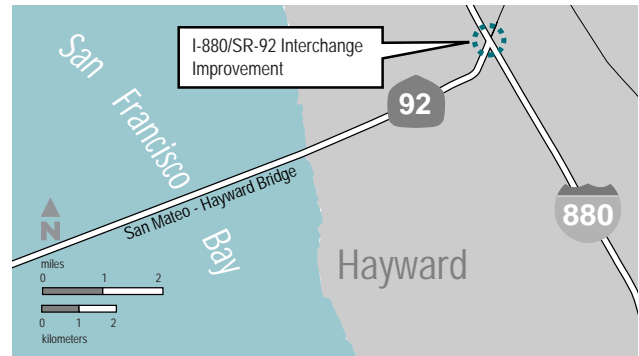
SCHEDULE STATUS	Baseline (June 2000)	Current (Apr 2002)	Forecast (June 2002)	Variance	Notes
Construction Contract Completion					
Widening					
Widen Trestle	Dec 02	Feb 03	Feb 03	0	
Construct Mini Toll Plaza	Nov 02	Nov 02	Oct 02	-1	
Widen Eastern Approach	Nov 02	Sep 01	Sep 01	0	
Pedestrian Overcrossing	Sep 02	Sep 02	Sep 02	0	
West Approach Planting					
West Approach Replacement Planting	May 08	May 08	May 08	0	
Project					
New Facility Open to Traffic	Dec 02	Dec 02	Dec 02	0	

NOTES

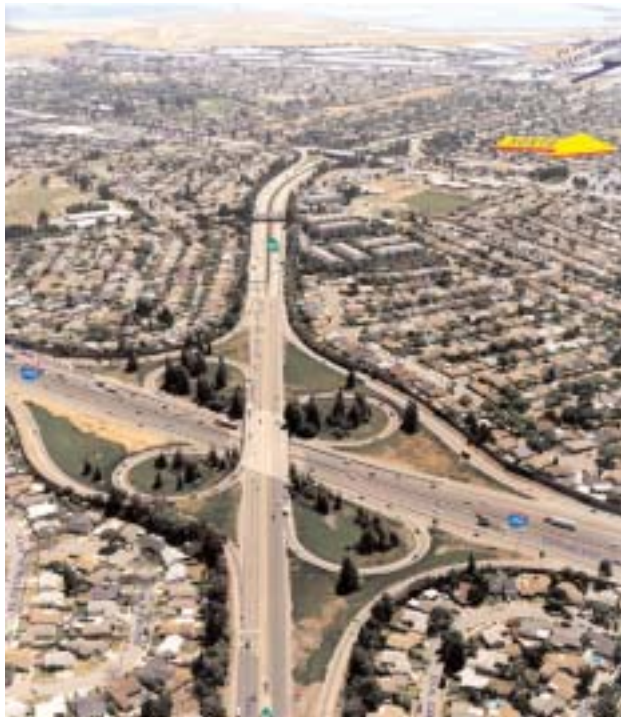
ACTION

I-880/SR-92 INTERCHANGE IMPROVEMENT

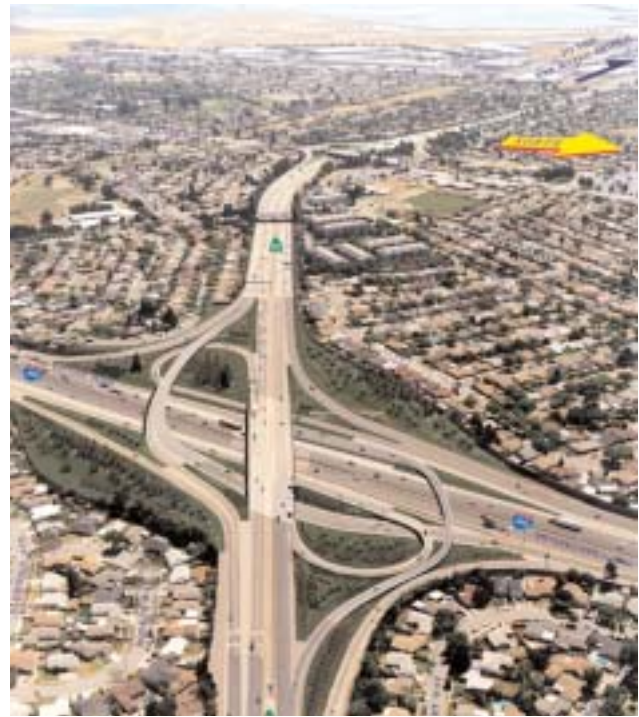
As part of an effort to improve traffic flow and to relieve congestion on the San Mateo-Hayward Bridge and its approaches, RM 1 identified the need to improve and reconstruct the Interstate 880/State Route 92 interchange. While still in the environmental clearance phase, the project proposes to modify the existing cloverleaf interchange to increase capacity and improve safety and traffic operations. Various alternatives are under consideration and are being assessed as part of the environmental process.



Project Photos



Existing interchange; looking west



Alternative H interchange; looking west

Current Activities:

- Longer than anticipated FHWA review of the Supplement to the Draft Environmental Impact Statement Report (SDEIS/R) has delayed issuance of the report. Caltrans received final FHWA approval of the SDEIS/R on June 6, 2002. A public hearing is scheduled for July 24, 2002.
- Caltrans is currently reviewing the project schedule. Due to environmental delays and extensive right-of-way activities, the project completion date is forecast to be delayed 18 months, even with preliminary engineering continuing. The latest forecast starts construction in August 2004 with a construction completion in July 2008.
- Caltrans has procured consultant services to review the current project plans, schedule and estimates for constructibility and reasonableness. Upon completion of the review, BATA will be requested to adopt a revised budget and schedule.

BAY AREA TOLL AUTHORITY

I-880/SR 92 INTERCHANGE IMPROVEMENT

COST STATUS (\$ Million)	Baseline Budget (June 2000)	Current Budget (June 2002)	Current Forecast (June 2002)	Variance	Expended to Date (7/98 - 05/02)	Notes
I-880/SR-92 Interchange Improvement						
Capital Outlay Construction	70.3	94.4	94.4	0.0	0.0	A
Capital Outlay Support	20.8	24.1	24.1	0.0	8.3	A
Capital ROW	8.0	0.1	0.1	0.0	0.0	A
Non-BATA Funding	0.0	10.0	10.0	0.0		
Project (BATA) Contingency	25.1	5.7	5.7	0.0	0.0	
Project Total (a)	124.2	134.2	134.2	0.0	8.3	
(a) Totals may be rounded						

SCHEDULE STATUS	Baseline (June 2000)	Current (Apr 2002)	Forecast (June 2002)	Variance	Notes
<u>Construction Contract Completion</u>					
I-880/SR-92 Interchange Improvement	Dec 06	Dec 06	Jul 08	+18	B
<u>Project</u>					
New Facility Open to Traffic	Dec 06	Dec 06	Jul 08	+18	B

NOTES	ACTION
A. A preliminary revised Caltrans estimate for the project is higher than the current budget.	Caltrans has procured consultant services to review the estimate and schedule.
B. Caltrans is currently updating the project schedule to reflect the current forecast.	As above.

DUMBARTON BRIDGE WEST APPROACH PROJECTS

RM 1 identified the need for improvements to the western approaches to the Dumbarton Bridge. Through coordination with the City/County Association of Governments of San Mateo County, two projects were identified for toll bridge funding:

- The first project, sponsored by the City of East Palo Alto, modifies the U.S. Route 101/University Avenue interchange. This project is designed to help alleviate traffic congestion and improve overall traffic flow to University Avenue and the Dumbarton Bridge.
- The second project, sponsored by Caltrans, widens the Bayfront Expressway (State Route 84) from the Dumbarton Bridge to the U.S. 101/Marsh Road interchange. The existing six-lane expressway section from the bridge to University Avenue will be reconstructed with upgraded shoulders and lane widths. The existing expressway section from University Avenue to Marsh Road will be widened from four to six lanes.



Project Photos



Bayfront Excavation



Bayfront Excavation

Current Activities:

- The Bayfront Expressway widening contract was awarded on May 16, 2002. The baseline schedule submitted by the contractor is under review by Caltrans. K-rail, fence and environmental protection measures are in place. Excavation along the westside of the expressway is in progress between Willow and Marsh Roads. Excavation of rubble continues in the Ravenswood Triangle between Willow and University. This site is being restored as a wetland with the creation of mounds and ponds.

BAY AREA TOLL AUTHORITY

DUMBARTON BRIDGE WEST APPROACH PROJECTS

COST STATUS (\$ Million)	Baseline Budget (June 2000)	Current Budget (June 2002)	Current Forecast (June 2002)	Variance	Expended to Date (7/98 - 05/02)	Notes
US101/University Avenue Interchange Reconstruction (Non-Caltrans)						
Capital Outlay Construction	3.8	3.8	3.8	0.0	3.7	
Capital Outlay Support	0.0	0.0	0.0	0.0	0.0	
Capital ROW	0.0	0.0	0.0	0.0	0.0	
Project (BATA) Contingency	0.0	0.0	0.0	0.0		
Subtotal	3.8	3.8	3.8	0.0	3.7	
Bayfront Expressway (SR84) Widening						
Capital Outlay Construction	24.8	26.6	26.6	0.0	0.0	
Capital Outlay Support	4.4	5.7	5.7	0.0	4.3	
Capital ROW	1.3	0.1	0.1	0.0	0.0	
Project (BATA) Contingency	3.3	1.4	1.4	0.0		
Subtotal	33.8	33.8	33.8	0.0	4.3	
Project Total (a)	37.6	37.6	37.6	0.0	8.0	
(a) Totals may be rounded						

SCHEDULE STATUS	Baseline (June 2000)	Current (Apr 2002)	Forecast (June 2002)	Variance	Notes
<u>Construction Contract Completion</u>					
US 101/University Avenue Interchange Reconstruction (Non-Caltrans)	Apr 00	Apr 00	Apr 00	0	
Bayfront Expressway (SR84) Widening	Mar 03	Apr 04	Oct 03	-6	
<u>Project</u>					
New Facility Open to Traffic	Mar 03	Apr 04	Oct 03	-6	
NOTES			ACTION		

APPENDICES

Appendix A: Project Budget Adjustments

Appendix B: Current Approved Contract Change Orders

Appendix C: Project Cost Summary Details



BAY AREA TOLL AUTHORITY

APPENDIX A – LIST OF PROJECT BUDGET ADJUSTMENTS

DEFINITIONS:

Baseline Budget (June 2000): Baseline budgets as established by BATA in June 2000 for each project within the overall program.

Current Budget: Budget currently serving as the baseline for monitoring purposes. The current budget is equal to the established June 2000 budget, plus or minus any adjustment as listed below.

Project Baseline Adjustments

Date	Description of Adjustment
10/2000	Current Budgets for allocated capital outlay adjusted by BATA to reflect current Caltrans construction contract allotments.
11/2000	Current Budgets for the Benicia-Martinez and Richmond-San Rafael Bridge projects revised to reflect new funding from Non-BATA sources per agreements with Caltrans and a Prop. 192 refund from Caltrans related to the Carquinez Bridge project.
01/2001	Current Budget for the Benicia-Martinez bridge revised to reflect allocations by BATA.
03/2001	Current Budget for the Carquinez Bridge revised by BATA.
10/2001	Current Budget for the Benicia-Martinez Bridge revised by BATA.
12/2001	Current Budgets for the Benicia-Martinez and San Mateo-Hayward Bridges revised by BATA.

BAY AREA TOLL AUTHORITY

**APPENDIX B – APPROVED CONTRACT CHANGE ORDERS (CCO)
FOR JUNE 2002
BENICIA-MARTINEZ BRIDGE**

Bridge/ Contract	CCO Number ¹	CCO Description	Funding Source ²	Impacts	
				Cost (\$1000's)	Schedule
Main Span 04-006034	2.2	Still Photography	C	30.0	
	5.1	Striping & Signage Changes at Rail Crossing	C	10.8	
	18	Unknown Material at RR Crossing	C	151.6	
	18.1	Unknown Material at RR Crossing - Rev 1	C	28.4	
	23	Modify SP 10-1.41 – Load Test Pile Cell Diameter/Capacity	C	<51.5>	
	25	Delete SP 10-1.59 – Stray Current Monitoring Points	C	0.0	
	28	Vibration Monitoring at Pier 4 - Rhodia	C	7.2	
	31	Pile Driving Noise Attenuation	C	200.0	
Subtotal				376.5	
Toll Plaza 04-006044		No approved contract change orders for June 2002.			
Subtotal					
I-680/I-780 Interchange 04-006064	4	Dispute Resolution Board	S	15.0	
	5	Signs/Delineations/Detours	S	20.0	
	8	Photo Identification Badges	C	32.4	
	9	Debris Piles	S	5.0	
	11	PTFE Spherical Bearings	C	0.0	
Subtotal				72.4	
South Approach 04-006094		Construction is complete.			
Totals for June 2002³				448.9	

¹ Only approved CCOs for the month are listed in Appendix B.

² Funding Source(s)
S = Supplemental work
C = Construction contingency

³ Approved CCO cost total is within the approved current contract budget.

BAY AREA TOLL AUTHORITY

**APPENDIX B – APPROVED CONTRACT CHANGE ORDERS (CCO)
FOR JUNE 2002
CARQUINEZ BRIDGE**

Bridge/ Contract	CCO Number ¹	CCO Description	Funding Source ²	Impacts	
				Cost (\$1000's)	Schedule
Carquinez Bridge Replacement 04-013014	19	Complete Bridge Security/Delete Foghorn	C	3.4	
	26	Revise Pier 1 Tiedowns, Girder, Center Tie	C	114.5	
Subtotal				117.9	
South Approach and Crockett Interchange 04-013054	4S1	Additional Soil Testing and Removal	C	189.3	
	7S2	More Wanda Street Traffic Handling	C	36.0	
	17	Retaining Wall R2 Change	C	0.0	
	24	Pile Load Test Revisions	C	152.4	
	39	Revised "G" Line Bent 6 Footing	C	50.0	
	55S1	Temp Erosion Control VDR Hillside	C	19.0	
	55S2	More Temp Erosion Control VDR Hillside	C	30.0	
	67	Expedite Retaining Wall R1 T1 Tie-Backs	C	91.5	
	86	Bridge Demo Limit for WG Off-Ramp	C	20.0	
	87	Weather Impacts to Br. Demo Work	C	20.0	
Subtotal				608.4	
Maintenance Facility 04-013084	7	Miscellaneous Drainage Work	C	10.7	
	9	Building 2 Pad	C	9.9	
	14	8/20/01 and 8/21/01 Safety Stop Work	C	2.0	
	15	Waive Steel Joist Code Requirement	C	-0.2	
	16	Miscellaneous Drainage for Building 1	C	5.1	
	17	HVAC	C	2.9	
	18	Fire Sprinkler Containment Tank	C	5.6	
	19	Miscellaneous Work at Building 1	C	3.7	
	25	Remove and Dispose of Asbestos Pipe	C	2.5	
	26	Remove Mulch on Industrial Way	C	5.0	
Subtotal				47.2	
Totals for June 2002³				773.3	

¹ Only approved CCOs for the month are listed in Appendix B.

² Funding Source(s)
S = Supplemental work
C = Construction contingency

³ Approved CCO cost total is within the approved current contract budget.

BAY AREA TOLL AUTHORITY

**APPENDIX B – APPROVED CONTRACT CHANGE ORDERS (CCO)
FOR JUNE 2002
SAN MATEO-HAYWARD BRIDGE**

Bridge/ Contract	CCO Number ¹	CCO Description	Funding Source ²	Impacts	
				Cost (\$1000's)	Schedule
Widen Trestle 04-045014	52	Rebar Testing Procedure Revision	C	2.5	
Subtotal				2.5	
Mini-Toll Plaza 04-045024		No Approved Change Orders for June 2002			
Subtotal					
Pedestrian Overcrossing 04-045044	11	Contra Flow Traffic Handling		<4.0>	
Subtotal				<4.0>	
Widen Roadway 04-045034		Construction is complete.			
Totals for June 2002³				<1.5>	

¹ Only approved CCOs for the month are listed in Appendix B.

² Funding Source(s)
S = Supplemental work
C = Construction contingency

³ Approved CCO cost total is within the approved current contract budget.

BAY AREA TOLL AUTHORITY

APPENDIX C – PROJECT COST SUMMARY DETAILS

The following sheets provide detailed cost information for each of the bridge projects. Capital Outlay Support (Engineering), Capital Right-of-Way and Capital Outlay are shown for each of the projects. The Project (BATA) Contingency, as well as the bridge projects totals, is shown at the end of each bridge summary.

Definitions:

1. Capital Outlay Support includes both Caltrans and Architectural/Engineering (A/E) consultant support.
2. Capital Right of Way includes acquisition, loss of goodwill, demolition, utilities relocations, relocation assistance, title costs, and sale of excess lands.
3. Capital Outlay includes construction bid terms, external third party agreements, state-furnished materials, supplemental construction work, and construction contingencies.

Project Cost Summaries (\$ Millions)						
EA Number	Baseline Budget Jun-00	Current Budget Jun-02	Current Forecast Jun-02	Net Change	Expended ¹ to Date (7/98 – 05/02)	Note
Northern Bridge Group						
<i>Project 2003 – New Benicia-Martinez Bridge</i>						
South Approach						
Capital Outlay Support	00609x	3.5	4.0	4.0	0.0	3.6
Capital Right of Way	006099	7.0	7.7	7.7	0.0	7.9
Capital Outlay	006094	6.0	7.0	7.0	0.0	6.3
Total South Approach		16.5	18.8	18.8	0.0	17.8
New Bridge						
Capital Outlay Support	00603x	31.9	36.0	36.0	0.0	17.3
Capital Right of Way	006039	4.1	2.5	2.5	0.0	0.7
Capital Outlay	006034	247.3	307.5	307.5	0.0	46.9
Non-BATA Funding		0.0	10.1	10.1	0.0	
Total New Bridge		283.3	356.1	356.1	0.0	65.0
Toll Plaza & Administration Building						
Capital Outlay Support	00604x	6.2	10.3	10.3	0.0	5.4
Capital Right of Way	006049	0.0	0.0	0.0	0.0	0.0
Capital Outlay	006044	22.8	21.4	21.4	0.0	0.0
Total Toll Plaza & Admin.		29.1	31.7	31.7	0.0	5.4
I-680/Marina Vista Interchange						
Capital Outlay Support	00605x	10.7	15.7	15.7	0.0	8.3
Capital Right of Way	006059	7.4	2.5	2.5	0.0	1.5
Capital Outlay	006054	43.2	51.3	51.3	0.0	0.0
Total I-680/MV I/C		61.4	69.5	69.5	0.0	9.8
I-680/I-780 Interchange						
Capital Outlay Support	00606x	18.7	25.7	25.7	0.0	12.5
Capital Right of Way	006069	1.7	1.7	1.7	0.0	1.2
Capital Outlay	006064	80.8	54.7	54.7	0.0	6.2
Non-BATA Funding		0.0	20.9	20.9	0.0	
Total I-680/I-780 I/C		101.2	103.0	103.0	0.0	20.0

¹ Unaudited

BAY AREA TOLL AUTHORITY

Appendix C – Project Cost Summary Details (cont'd)

	EA Number	Baseline Budget Jun-00	Current Budget Jun-02	Current Forecast Jun-02	Net Change	Expended to Date (7/98 – 05/02)	Note
Project 2003 – New Benicia-Martinez Bridge (cont'd)							
Other Budgeted Capital							(a)
Capital Outlay Support		7.1	7.4	7.4	0.0	1.4	
Capital Right of Way		0.9	0.0	0.0	0.0	0.0	
Capital Outlay		28.1	30.0	30.0	0.0	1.7	
Total Other Budgeted Capital		36.1	37.4	37.4	0.0	3.1	
Total Capital Outlay Support		78.2	99.1	99.1	0.0	48.4	
Total Capital Right of Way		21.1	14.4	14.4	0.0	11.4	
Total Capital Outlay		428.2	472.0	472.0	0.0	61.2	
Non-BATA Funding		0.0	31.0	31.0	0.0	0.0	
Project Contingency (BATA)		58.4	36.3	36.3	0.0		
Total New Benicia-Martinez Bridge		586.0	652.8	652.8	0.0	121.0	
Project 3002 – Carquinez Bridge Replacement							
Replacement Bridge & North Approach							(b)
Capital Outlay Support	01301x	17.7	58.4	58.4	0.0	38.4	
Capital Right of Way	013019	3.0	3.0	3.0	0.0	3.3	
Capital Outlay	013014	213.7	239.2	239.2	0.0	157.6	
Total Replacement Bridge & N. Approach		234.4	300.6	300.6	0.0	199.3	
South Approach & Interchange							(c)
Capital Outlay Support	01305x	22.7	32.4	32.4	0.0	19.0	
Capital Right of Way	013059	5.0	5.0	5.0	0.0	4.8	
Capital Outlay	013054	116.0	73.9	73.9	0.0	26.7	
Total South Approach & I/C		143.7	111.3	111.3	0.0	50.4	
Maintenance Facility Phase I & II							(d)
Capital Outlay Support		0.7	4.8	4.8	0.0	3.9	
Capital Right of Way		1.6	1.6	1.6	0.0	1.4	
Capital Outlay		7.0	8.1	8.1	0.0	6.7	
Total Maint. Facility Ph I & II		9.3	14.6	14.6	0.0	12.0	
Demolition – 1927 Bridge							
Capital Outlay Support	01309x	2.0	4.1	4.1	0.0	0.6	
Capital Right of Way	013099	0.0	0.0	0.0	0.0	0.0	
Capital Outlay	013094	16.0	16.0	16.0	0.0	0.0	
Total Demo – 1927 Bridge		18.0	20.1	20.1	0.0	0.6	

Notes

- (a) Includes EA 00601*, 00608*, 0060A*, 0060C*, 0060F*, 0060G*, 0060H*
 (b) Includes EA 00453*, 01301*, 01303*, 01304*
 (c) Includes EA 01302*, 01305*, 04700*
 (d) Includes EA 00607*, 01308*

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Appendix C – Project Cost Summary Details (cont'd)

	EA Number	Baseline Budget Jun-00	Current Budget Jun-02	Current Forecast Jun-02	Net Change	Expended to Date (7/98 – 05/02)	Note
Project 3002 - Carquinez Bridge Replacement (cont'd)							
Other Budgeted Capital							(e)
Capital Outlay Support		0.6	3.1	3.1	0.0	1.1	
Capital Right of Way		0.0	1.5	1.5	0.0	0.0	
Capital Outlay		10.6	11.5	11.5	0.0	6.1	
Total Other Budgeted Capital		11.2	16.1	16.1	0.0	7.2	
Total Capital Outlay Support		43.7	102.9	102.9	0.0	63.0	
Total Capital Right of Way		9.6	11.1	11.1	0.0	9.5	
Total Capital Outlay		363.3	348.7	348.7	0.0	197.0	
Project (BATA) Contingency		16.5	17.1	17.1	0.0		
Total Carquinez Bridge		433.2	479.8	479.8	0.0	269.5	
Project 4003 – Richmond-San Rafael Bridge – West Trestle and Fender Rehabilitation							
							(f)
Capital Outlay Support	0438Ux	5.4	0.7	0.7	0.0	0.7	
Capital Right of Way	0438U9	0.0	0.0	0.0	0.0	0.0	
Capital Outlay	0438U4	33.9	0.0	0.0	0.0	0.0	
Non-BATA Funding		0.0	34.6	34.6	0.0		
Project (BATA) Contingency		6.1	0.0	0.0	0.0		
Total R-SR Bridge – W. Trestle & Fender Rehabilitation		45.4	35.4	35.4	0.0	0.7	
Project 4002 – Richmond-San Rafael Bridge – Deck Rehabilitation							
Capital Outlay Support	04152x	9.0	5.0	5.0	0.0	0.1	
Capital Right of Way	041529	0.0	0.0	0.0	0.0	0.0	
Capital Outlay	041524	33.0	33.0	33.0	0.0	0.0	
Non-BATA Funding		0.0	4.0	4.0	0.0		
Project (BATA) Contingency		11.4	11.4	11.4	0.0		
Total R-SR Bridge – Deck Rehab		53.4	53.4	53.4	0.0	0.1	
Richmond Parkway (Non-Caltrans)							
Capital Outlay Support	non-Caltrans	0.0	0.0	0.0	0.0	0.0	
Capital Right of Way	non-Caltrans	0.0	0.0	0.0	0.0	0.0	
Capital Outlay	non-Caltrans	5.9	5.9	5.9	0.0	2.4	(g)
Total Richmond Parkway		5.9	5.9	5.9	0.0	2.4	
Total Northern Bridge Group		1123.9	1227.2	1227.2	0.0	393.8	

Notes

(e) Includes EA 01306*, 01307*, 0130A*, 0130C*, 0130D*, 0130F*, 0130G*, 0130H*, 0130J*, 0130X*

(f) Includes EA 04382*, 04383*, 0438U*

(g) Total reimbursements made to the City of Richmond for current allocation.

BAY AREA TOLL AUTHORITY

Appendix C – Project Cost Summary Details (cont'd)

	EA Number	Baseline Budget Jun-00	Current Budget Jun-02	Current Forecast Jun-02	Net Change	Expended to Date (7/98 – 05/02)	Note
Southern Bridge Group							
Project 6004 – San Mateo-Hayward Bridge Widening							
Widen Trestle							
Capital Outlay Support	04501x	7.9	14.8	14.8	0.0	13.9	(h)
Capital Right of Way	045019	0.0	0.0	0.0	0.0	0.0	
Capital Outlay	045014	124.8	128.9	128.9	0.0	105.7	
Total Widen Trestle		132.7	143.7	143.7	0.0	119.5	
Widen Roadway							
Capital Outlay Support	04503x	4.3	6.0	6.0	0.0	7.3	
Capital Right of Way	045039	1.0	0.0	0.0	0.0	0.0	
Capital Outlay	045034	29.2	26.1	26.1	0.0	25.4	
Total Widen Roadway		34.5	32.1	32.1	0.0	32.7	
Construct Mini Toll Plaza							
Capital Outlay Support	04502x	1.7	3.8	3.8	0.0	1.8	
Capital Right of Way	045029	0.0	0.0	0.0	0.0	0.0	
Capital Outlay	045024	4.4	6.3	6.3	0.0	3.8	
Total Mini Toll Plaza		6.1	10.1	10.1	0.0	5.5	
Other Budgeted Capital							
Capital Outlay Support		1.6	7.0	7.0	0.0	2.7	(i)
Capital Right of Way		0.5	1.5	1.5	0.0	0.5	
Capital Outlay		8.9	8.6	8.6	0.0	1.5	
Total Other Budgeted Capital		11.0	17.1	17.1	0.0	4.7	
Total Capital Outlay Support		15.5	31.6	31.6	0.0	25.7	
Total Capital Right of Way		1.5	1.5	1.5	0.0	0.5	
Total Capital Outlay		167.3	169.8	169.8	0.0	136.4	
Project (BATA) Contingency		19.3	14.6	14.6	0.0		
Total San Mateo-Hayward Bridge Widening		203.6	217.5	217.5	0.0	162.5	
San Mateo-Hayward Bridge – West Approach Replacement Planting							
Capital Outlay Support	04860x	0.1	0.1	0.1	0.0	0.0	
Capital Right of Way	048609	0.0	0.0	0.0	0.0	0.0	
Capital Outlay	048604	0.2	0.2	0.2	0.0	0.0	
Project (BATA) Contingency		0.1	0.1	0.1	0.0		
Total SM-H Bridge W. Approach Replacement Planting		0.4	0.4	0.4	0.0	0.0	

Notes:

(h) Includes EA 04501*

(i) Includes EA 00305*, 04504*, 04505*, 04506*, 04507*, 04508*, 04509*

BAY AREA TOLL AUTHORITY

Appendix C – Project Cost Summary Details (cont'd)

	EA Number	Baseline Budget Jun-00	Current Budget Jun-02	Current Forecast Jun-02	Net Change	Expended to Date (7/98 – 05/02)	Note
I-880/SR-92 Interchange Improvement							(j)
Capital Outlay Support	23317x	20.8	24.1	24.1	0.0	8.3	
Capital Right of Way	233179	8.0	0.1	0.1	0.0	0.0	
Capital Outlay	233174	70.3	94.4	94.4	0.0	0.0	
Non-BATA Funding		0.0	10.0	10.0	0.0		
Project (BATA) Contingency		25.1	5.7	5.7	0.0		
Total I-880/SR-92 I/C Improve.		124.2	134.2	134.2	0.0	8.3	
Dumbarton Bridge West Approach Projects							
US101/University Avenue Interchange Reconstruction (non-Caltrans)							
Capital Outlay Support		0.0	0.0	0.0	0.0	0.0	
Capital Right of Way		0.0	0.0	0.0	0.0	0.0	
Capital Outlay		3.8	3.8	3.8	0.0	3.7	(k)
Total US-101/University Ave.		3.8	3.8	3.8	0.0	3.7	
Bayfront Expressway (SR-84) Widening							(l)
Capital Outlay Support	00487x	4.4	5.7	5.7	0.0	4.3	
Capital Right of Way	004879	1.3	0.1	0.1	0.0	0.0	
Capital Outlay	004874	24.8	26.6	26.6	0.0	0.0	
Project (BATA) Contingency		3.3	1.4	1.4	0.0		
Total Bayfront Expressway (SR-84)		33.8	33.8	33.8	0.0	4.3	
Total Dumbarton Bridge W. Approach		37.6	37.6	37.6	0.0	8.0	
Total Southern Bridge Group		365.7	389.6	389.6	0.0	178.8	

Notes:

(j) Includes EA 01601* and 01602*

(k) Total reimbursements made to the City of East Palo Alto for current allocation.

(l) Includes EA 01511* and 01512*

General Notes:

1. Capital outlay support includes both Caltrans and Architectural/Engineering (A/E) consultant support.
2. Capital right of way includes acquisition, loss of goodwill, demolition, utilities relocations, relocation assistance, title costs, and sale of excess lands.
3. Capital outlay includes construction bid items, supplemental construction work, state furnished materials, construction contingencies, and external third party agreements.